

Hongkong Daily Press.

By Royal Warrant to His Majesty The King.

BOVRIL

is an excellent tonic,
bracing the system
when everything else
fails.

Hongkong, 8th June, 1906. [106

SUPREME COURT.

Thursday, September 19th.

IN CRIMINAL JURISDICTION.

Before Mr. A. G. WHEE (ACTING CHIEF JUSTICE).

THE LANTAO ISLAND MURDER.

To Hing Chun and his wife Ho Yung were arraigned on the charge of murdering Kan Muk Fat at Lantau Island on August 25th. Prisoners pleaded not guilty. The Attorney General, instructed by Mr. Morrell, conducted the case for the prosecution and the Hon. Dr. Ho Kai instructed by Mr. Otto Kong Sing, defended both prisoners.

The following jury was empanelled: Messrs J. A. O. T. Plummer, (foreman), J. M. Ramsay, H. B. Bridger, J. Olsen, S. Jones, Geo. White and G. W. Gogg.

Dr. Ho Kai stated that he had not received the depositions in the case until the previous day and the solicitor for the defence had not had time to prepare the defence. In those circumstances perhaps his Lordship would allow him to retire from the case.

His Lordship remarked that Dr. Ho Kai was the only barrister in the Colony.

The Attorney General pointed out that, as the case was committed to that jury, they must try it.

His Lordship said he thought Dr. Ho Kai could do justice to the defendants.

Dr. Ho Kai replied that if his Lordship thought so he would go on.

His Lordship—Let us get on.

The Attorney General then outlined the facts of the case which are already well known. All the parties lived on Lantau Island. On the day in question the deceased's brother heard a noise coming from the direction of the prisoners' house, and on going out, he saw the male defendant holding Kan Muk Fat and the female defendant striking him with a chopper.

The victim fell to the ground, and on his brother asking what was the matter, he was told by the dying man that he had gone to the prisoner's house to ask for money which To Hing Chun owed him. Next day the brother went to the Police Station to report the matter and there found the male defendant who had reported that his house had been visited by robbers the previous night and himself and his wife assaulted. The Attorney General added that death was due to a rupture of the spleen. The male defendant stated at the time of his arrest that if he had not killed the deceased the latter would have killed him, and the female defendant said that she struck the deceased because he assaulted her husband. In conclusion, he told the jury that the Crown would be satisfied if in the exercise of their discretion they found a verdict of manslaughter.

Dr. Headley stated that death was due to a rupture of the spleen. Under cross-examination he said there were no marks in the vicinity of the spleen, and in reply to his Lordship he added that a fall might have caused the rupture of the spleen.

Other evidence was called.

A Lukong, asked what was indicated by a man having his queue cut, replied that a man's queue was cut if he was caught attempting adultery.

The male defendant stated that as he lay in bed he heard deceased enter his house. He saw him proceed to where his wife lay and when he saw that she resisted the accused he went to her assistance.

The female defendant said that she did not realise what she was doing when she struck the deceased.

The jury found them both guilty of manslaughter, and his Lordship sentenced the man to three years' imprisonment and the woman to eighteen months.

The sessions were adjourned till Monday.

ENCOURAGEMENT FOR BURMA PAPER MILLS.

An investigation has been conducted, under the orders of the Government of India, by Mr. R. W. Sindall, F.C.S., into the conditions under which paper and pulp might be manufactured in Burma. Mr. Sindall's report has been published and contains a full account of his experiments and observations. The Government of Burma is now prepared to entertain applications from persons desirous of establishing manufacturing for the conversion of bamboo, etc., into paper pulp or of paper mills. With a view to encouraging a new industry, the following concessions will be granted and agreements will be concluded for a period of 21 years, of which the main terms will be as follows:

(1) No royalty will be charged on bamboo cut and utilized for the manufacture of pulp or paper within the said period of 21 years, or if charged on bamboo cut by contractors and supplied to the paper mill it will be refunded to the owners of the mill.

(2) No royalty will be charged for seven years, and thereafter, the royalty charged will be Re. 1 per ton of air-dried unbleached pulp, or such other rate as may be subsequently decided.

(3) If necessary, areas for exclusive cutting of bamboo and suitable fibrous plants will be reserved for paper mills.

(4) Suitable sites for the erection of a factory, if available, on Government land will be granted rent free for a period of 21 years, subject to such restrictions as may be found necessary.

(5) The free use of all roads to and from such a factory will be guaranteed.

On the other hand the company or other party to the agreement will be bound as follows:

(1) To build a factory within two years from the date of the concession, and to keep the same working at least 120 days in each year.

(2) To produce after the first seven years an annual output of 10,000 tons, and after 14 years an output of 20,000 tons of paper or pulp per year.

(3) To render monthly statements showing the output of the mill each month.

(4) To allow a full inspection of all books by the Local Government.

V.R.C. SPORTS.

The annual aquatic sports, promoted by the V.R.C., were opened yesterday. This is the first time for a considerable period that the three days' festival was held on the Hongkong side, and the attendance of members was particularly good. The exhibition of sport was all that could be desired, though the backmarkers in most of the events were too heavily handicapped to have a place among the prize winners. Messrs. M. McIvor, T. C. Gray, J. Rodger and R. Henderson acted as judges. Mr. A. Rodger was referee, Mr. W. Logan took the office of starter, while the official timekeepers were Messrs. E. M. Hazland and R. W. Pearson. The committee responsible for the handicapping was composed of Messrs. J. W. Bains, W. G. Goggio, W. Pearson, J. Rodger and A. V. Barrow. Results:

Half mile championship of the Colony: 1. A. V. Barrow; 2. C. J. Cooke; 3. A. E. Thomas. Time, 20.45 m.

The first starters included F. H. S. Ward and J. M. Raza Pereira. The last named took the lead at the start. Ward drifted to the left, but Barrow took a better course on the right. The trio in the middle set the pace till the choppy sea and heavy tide were encountered. Then it was seen that Barrow had forged well ahead and that Ward on the left had lost considerably. On the return the swimmers were carried down the channel and shortly afterwards Pereira and Ward gave up. For a time it seemed as if Cooke was closing up, but as the swimmers approached, it was seen that Barrow had a substantial lead which he was improving. Barrow reached home about 60 yards in front of Cooke, who in turn was well ahead of the harbour champion.

Two lengths handicap (open to Army, Navy and Police): 1. J. Cantor, 8th Co. R.G.A.; 2. Sapper Morris, R.E. Won easily by Cantor.

Two lengths handicap. First heat, C. J. Cooke, 57.1/5 sec; second heat, A. H. Carroll, 49.4 sec; third heat, O. N. Chunyat, 46 sec; fourth heat, A. J. V. Ribeiro, 48 sec; fifth heat, C. E. Harrop, 51 sec; final to be run on Saturday.

Two lengths handicap over 31 years of age: 1. F. K. Tata; 2. M. A. Raza; 3. W. S. Bailey; 4. R. Lapeley. A good race, but Lapeley was too heavily handicapped. Time, 28 sec.

Plunging, two trials: 1. R. C. Wittell, 54 feet; 2. M. A. Raza, 53 feet.

Team race postponed till Monday.

MACAO.

(FROM OUR CORRESPONDENT.)

September 18th.

I have not heard that any inquiry has been held by the Government concerning the collapse of the two newly-built shops in the Bazaar which resulted in the death of six persons; but it is to be hoped in the interests of the general public that a searching inquiry will be made into the affair. These houses had just been completed and had not been occupied more than a fortnight. The first strong blow that came along brought them down like houses of cards. The market (municipal property) is a new building also, having been finished but a week before the typhoon. The front of this building was blown down and large cracks may be observed in the side walls. It is patent that there is no proper supervision of building operations in this Colony, or such things would never have to be recorded. There are, it is true, many excellent rules and regulations with regard to buildings, but who sees that the contractors faithfully adhere to them? In the interests of public safety it devolves upon the Government to hold an official inquiry into this recent catastrophe, and if culpable neglect is proved against any person or persons, a punishment befitting the crime should be inflicted.

THE MUNICIPAL ACCOUNTS.

An issue of the Bulletin this month contains a statement of the accounts of the Local Senate for the month of August. It appears that the income amounted to \$8,997.63 while the expenditure ran to \$7,959.65, but the deficit was covered by a surplus carried forward from the month of June. The revenue of the Local Senate has become very precarious indeed, since it is derived largely from the lotteries and, in the present circumstances, some of these lotteries, including the Santa Casa da Misericordia, may soon cease to exist.

VASCO DA GAMA'S STATUE.

We are soon to have the statue of Vasco da Gama fixed in the Avenida of the same name, and what is more, it is to be mounted on the pedestal that was made for it more than ten years ago.

CHINESE FESTIVITIES.

The Chinese of the Colony are preparing for a grand festival to take place on the 14th, 15th, and 16th of the ninth moon (20th, 21st and 22nd October). What is to be commemorated or propitiated I am not quite clear about. I have been told that it is to be in the nature of a public thanksgiving for the disappearance of plague from the Colony; and again I have been told that the object of the festival is to influence the return of the people who left the Colony in such large numbers during the early months of the year. But be the reason what it may, the Chinese are said to be spending a great deal of money on the festival. No doubt it will attract considerable crowds to the Colony while it lasts.

From Messrs. Caldecott, Macgregor & Co., who are the general managers of the Aquarius Company, we have received an interesting reprint of an article from Social Shanghai describing the Aquarius Factory at the Northern port. A number of illustrations show that the factory possesses an up-to-date plant, and when it is stated that the output of the factory, which sends out all kinds of mineral waters, in the neighbourhood of 5,000 dozen a day, its importance among the industries of Shanghai will be instantly recognised.

THE FOREIGN DEBT OF CHINA.

Of the debts of most of the countries of the world official statements are made from time to time, and the authorities of debtor nations are most careful in presenting to the public the state of their finances. China does not act in this way, the Government being averse to publicity as to the Chinese bankers, and the public is left in the dark as to the financial condition of the Empire. The result is a wonderful amount of incomplete knowledge, and most of the publications to which we turn for information give the same figures from year to year, with no account taken of amortization during the year, and not always any account of new debt incurred.

Before the outbreak of the war with Japan, 1894-95, the foreign debt incurred by China was insignificant in amount, the only loan of which any portion remains owing standing being a small one of £11,630 at 7 per cent, issued in 1891, of which £1,630 has been redeemed (40 December 21 1906), leaving £10,000 still to be redeemed. The Government had some knowledge of the financial history of Turkey and of Egypt, and had no intention of having that history repeated on its own soil, and it steadily resisted all blandishments to "improvements" on borrowed money. It was encouraged in this attitude by the long continued peace of thirty years from 1864, and by the habit of resisting what appeared to it always to be foreign aggression. Next to this, it was in the opinion of the merchant who keeps no bank account, as were the Governments of Europe down to 200 years ago, and had not acquired the borrowing habit.

China formerly always fought her wars, even the disastrous Taiping rebellion, on a cash basis, the only credit she obtained being from her own troops and her own purveyors. Her idea of the sinews of war is the *Kriegsgeld* and not national credit. The Japanese war, fought to some extent on modern lines, introduced new ideas, and she was compelled to resort to loans. There were few successful ones at first. The "Brain-Brokers" came, and one domestic loan for 5,000,000 taels (£750,000) which, issued at 7 per cent, per annum (about 84 per cent, per annum), succeeded only because it was managed directly by the Commissioner of Customs at Canton; this was a short term loan, and was wholly paid off by 1902. There were also four foreign loans, for a total of £6,635,000. One, a silver loan for 10,000,000 taels (£1,635,000) issued in 1891 at 7 per cent, has been redeemed to the extent of £480,000, leaving £1,155,000 outstanding. The other three were gold loans, issued in 1895 at 6 per cent, and of them £2,200,000 has been redeemed, leaving £2,000,000 outstanding on 31st December 1906. Then came the settlement of the bill to Japan of 230,000,000 taels (£34,500,000) for war indemnity, and with it the scramble for the European powers for political-financial influence. During the three years following the conclusion of peace three loans were issued for a total of £47,820,000, to pay the indemnity, to clear off floating debt, to provide for re-armament, and to cover expenses of flotation and under-writing. The first, issued in 1895, for 40,000,000 francs (£4,582,000) at 4 per cent, and guaranteed by the Russian Government "in case of need," was issued by a combination of French bankers; the second £16,000,000 at 5 per cent, was issued in 1896, and the third, for £1,000,000 at 4 1/2 per cent, was issued at 90 in 1898, by a combination of English and German bankers, the Hongkong and Shanghai Banking Corporation for England, and the Deutsche Asiatische Bank for Germany. Of these three loans, with a total face value of £47,820,000, there had been paid off by December 31, 1906, the sum of £5,982,833, leaving £41,837,165 outstanding. Of these loans the first will be entirely paid off in 1931, the second in 1932, and the third in 1943, and all are secured upon the Maritime Customs revenue and on certain additional taxes placed under the supervision of the Maritime Customs.

THE FOREIGN INDEBTEDNESS LOANS.

The next distinct event for the Chinese had to pay was the midwinter madness of 1900. A great inquiry was made into the amount which the Empire could pay, warranted sufficient to keep it quiet for 40 years to come, and in the International Protocol of September 7, 1901, it was settled at £27,500,000. This was the total of the amounts claimed by the several Powers for compensation for injuries suffered by their nationals, and for the cost of military operations in restoring order in North China, and the amounts were subjected to no audit or examination. Approximately the amounts claimed by each Power were as follows:

Russia £19,575,000
Germany £15,000,000
France £10,920,000
Great Britain £7,225,000
Japan £5,400,000
United States £4,725,000
Italy £4,050,000
Belgium £3,250,000
Holland and Spain 2,000,000

It was decided that the Empire could stand an annual charge of £6,845,000, and with an existing annual charge of about £3,540,000 for ante 1900 loans, there remained a sum of £3,285,500, which was assigned to the present service of the indemnities principal and interest at 4 per cent. In order to provide for a progressive increase in payment of the principal of the indemnities in proportion to prior debt charges were liquidated, and to keep the annual charge for existing obligations at about the same amount of £6,845,000, the annuities for the loans were divided into five series:—

(a) £11,250,000, amortization begins in 1912, and £273,926 paid off to December 31, 1907.

(b) £22,500,000, amortization begins in 1915, and £273,926 paid off to December 31, 1910.

(c) £22,500,000, amortization begins in 1918, and £273,926 paid off to December 31, 1913.

(d) £22,500,000, amortization begins in 1921, and £273,926 paid off to December 31, 1916.

(e) £22,500,000, amortization begins in 1924, and £273,926 paid off to December 31, 1919.

All five series culminate and are finally to be paid off on December 31, 1940.

The Russo-Japanese war for the redemption of Manchuria (1904-5) was fought without direct cost to Chinese Government, but one loan was issued in 1905 for £1,000,000 at 5 per cent. Of this loan £500,000 was paid off in January 1907, and the balance is redeemed by equal instalments to up 1929.

OUTSTANDING OBLIGATIONS.

Of the Government loans and indemnities now outstanding whole or in part, the original face value was £423,070,050. Of this amount, £3,350,241 had been redeemed by December 31, 1906, leaving £419,719,809 outstanding. The last of the loans will be redeemed in 1944, and the last of the indemnities paid off in 1940. There remain the railway loans secured upon its line of railway and all with a Government guarantee. These are:

(1) Imperial Chinese Railway, £2,500,000 at 5 per cent, of which £115,000 has been paid off.

(2) Peking-Hankow Railway, £12,500,000, (£4,500,000) at 5 per cent, of which redemption begins in 1909.

(3) Shanghai-Nanking Railway, £2,800,000, (£1,000,000) at 5 per cent, of which redemption begins in 1909.

(4) Canton-Hankow Railway, £1,000,000, (£1,000,000) at 5 per cent, of which redemption begins in 1909.

(5) Canton-Kowloon Railway, £1,500,000, (£1,500,000) at 5 per cent, of which redemption begins in 1909.

(6) Canton-Kowloon Railway, £1,500,000, (£1,500,000) at 5 per cent, of which redemption begins in 1909.

(7) Canton-Kowloon Railway, £1,500,000, (£1,500,000) at 5 per cent, of which redemption begins in 1909.

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(25) Canton-Kowloon Railway, £1,500,000, (£1,500,000) at 5 per cent, of which redemption begins in 1909.

The total amount of the foreign debt constituting an obligation of the Imperial Government, and secured on its revenues, including Government loans not yet paid off, indemnities (1901) and railway loans, is as follows:—
Capital amount of original loans: £155,270,080.
Charges in part of original loans: £155,270,080.
Charges in part of interest and sinking fund (including one redemption in January, 1907), £7,493,770.
Paid off to January 31, 1917, £9,744,211.
Outstanding January 31, 1907, £125,295,839.
—Times.

"ADVICE IS CHEAP TO DAY."

While putting together to-day's leading comments, we encountered that in some neglected pigeonhole there reposed a prospectus which we had been invited to notice in our columns.

To a certain extent a prophecy, it did not seem entitled to a place anywhere in our references, to the Merchants' Obligations, and it would probably have gone with the waste-paper coil, unheeded and unused, if a contemporary had not opportunely offered assistance. The *N. Y. Daily News* notice of it seems as adequate as it is readable, so we borrow it, with due acknowledgments.

Some few months ago the English-speaking public was electrified by a little book called "Get On or Get Out." The shortness of the title was out of all proportion to the wisdom of the author. He addressed himself to young men; preaching to them the secrets of success; telling them how one newspaper king had laid the foundations of wealth in an article on "Fanny Things that Rats Do," and how a great engineer traced the source of his splendid career to the reading of a tract entitled "Mother's Example, or How you got a penny for the fackin' And the burden of this author's teaching was: If you are not satisfied that you are getting on where you are, then get out. It was a depressing volume; for it convinced many that they were not getting on; yet it did they see no way of getting out. To such as these a glad light is offered by the "Universal Organization of Employment Experts" whose prospectus reaches us by the last mail from Home.

The "Brain-Brokers" to give them their shorter title have organized themselves to find "Right Men for Right Places." They stand midway between the harassed employer or with no one to trust and capital hunting, and the anxious employee with no one to trust him and no capital at all; and they ask encouragingly of both parties: "What kind of man do you need?" The "Brain-Brokers" can tell, before he supplies you, which he can also do, of course. Ability to organize, direct and manage is wanted; ability to find new markets; ability to develop new saving systems; grapple with detail; stoppage of effort. These are the world's history, we are told, "where there stand midway between the harassed employer or with no one to trust and capital hunting, and the anxious employee with no one to trust him and no capital at all; and they ask encouragingly of both parties: "What kind of man do you need?" The "Brain-Brokers" can tell, before he supplies you, which he can also do, of course. 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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, and not to the Proprietor.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PUNSA. Codes: A.E.O., 5th Ed. P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

THE EASTERN EXTENSION, AUSTRALASIA AND CHINA TELEGRAPH CO., LTD.

REFERRING to the NOTICE of 20th June last, Senders of Telegrams are hereby advised that, from the 1st October next, charges for Telegrams will, (subject to revision after three months) be collected at the rate of THIRTY-SEVEN CENTS to equal ONE FRANC.

J. M. BECK, Superintendent, Hongkong, 20th September, 1907. 1532

THE GREAT NORTHERN TELEGRAPH COMPANY, LIMITED.

HONGKONG STATION.

REFERRING to the NOTICE of 20th December, 1902 and subsequent Notices, Senders of Telegrams are hereby advised that from 1st October next the currency equivalent of the Franc will, subject to revision after three months, be fixed at Dollars \$0.37, at which rate the charge for all Telegrams will be collected from the said date.

H. BUELOW FRISKE, Superintendent, Hongkong, 20th September, 1907. 1533

HONGKONG CLUB.

NOTICE.

THE Twelfth Drawing of Sixty-Five Debentures of the Hongkong Club (\$100 each) was held in the Hongkong Club House on THURSDAY the 19th inst., when the following Debentures were Drawn for Redemption:

28	378	838	1194	1594
35	460	876	1199	1721
60	475	881	1201	1726
117	476	984	1203	1732
119	514	988	1229	1739
134	557	1011	1253	1747
192	572	1010	1287	1762
217	641	1025	1289	1782
259	678	1032	1332	1793
283	776	1127	1459	1825
332	810	1125	1473	1842
335	819	1131	1503	1848
340	830	1176	1559	1953

and will be payable at the Hongkong and Shanghai Banking Corporation on MONDAY, the 30th day of September, 1907, in exchange for surrender of same.

By Order, C. H. GRACE, Secretary, Hongkong, 19th September, 1907. 1536

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF A TRADE MARK.

NOTICE IS HEREBY GIVEN that WONG HING and WONG LO (HUNG) trading as WONG KWONG HING CHEE KEE of Victoria in the Colony of Hongkong, Traders, have on the 3rd day of September, 1907, applied for the registration in Hongkong in the Register of Trade Marks of the following Trade Mark:

"A Hexagonal figure having in its centre the representation of a Globe upon which appear the four Continents, Europe, Asia, Africa, and North America and South America on the right hand side of such representation appear in Chinese characters the words 'THE GLOBE' and above the said representation appear in English characters and Chinese characters the words 'WONG KWONG HING CHEE KEE' and above such characters appears a Chinese historical picture containing 10 persons. Beneath the representation of the said Globe appears another Chinese historical picture containing 9 persons 'in the name of the WONG KWONG HING CHEE KEE who claim to be the Proprietors thereof.'"

The Trade Mark has not hitherto been used by the Applicants but they intend forthwith to use the same in respect of FIRE CRACKERS of ALL KINDS AND SIZES IN CLASS 20.

A Facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the undersigned. Dated this 16th day of September, 1907.

DEACON, LOCKER & DEACON, 1, Des Voeux Road Central, Victoria, Hongkong, Solicitors for the Applicants.

THE TRADE MARKS ORDINANCE, 1898.

NOTICE IS HEREBY GIVEN that MESSRS. BARRETTO & CO., formerly of Nos. 22 and 24, Bank Buildings, but now of No. 3, Queen's Buildings, Victoria, Hongkong, Merchants and Commission Agents, have on the 10th day of April, 1905, applied for the registration in Hongkong in the Register of Trade Marks of the following Trade Mark:

(1) A Buckled Ring with the representation of a Globe, within the Ring, across the Globe are the words "地球為記" in Chinese, meaning "The Globe is used as a Mark."

(2) A label showing a closed fist with the thumb pointing upwards holding a Soroll in the name of HARRIS & CO. who claim to be the Sole Proprietors thereof.

The Trade Marks are used by the Applicants in respect of the following Goods: FLOUR IN CLASS 42.

Facsimiles of the Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong. Dated the 15th day of September, 1907.

D'ALMADA & SMITH, Solicitors for the Applicants.

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June 1907, With Index. Price \$7.50. On sale at the "HONGKONG DAILY PRESS" Office. Hongkong 28th July 1907.

NEW ADVERTISEMENTS

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM MIDDLESBORO, ANTWERP, LONDON AND STRAITS.

THE Steamship "BRECONSHIRE," Captain Tomlinson, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst., will be subject to sale.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 25th inst., at 3 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHERMAN, TOMES & Co., Agents.

Hongkong, 19th September, 1907. 1537

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship "INABA MARU," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of plate cutlery, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 p.m. TO-DAY.

Goods not cleared by the 26th inst., will be subject to sale.

No Fire Insurance has been effected. All ship-damaged packages must be left in the Godown and Notice of same sent to this Office before the 28th inst., or Claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA, Hongkong, 19th September, 1907. 1538

INTIMATIONS

NIGHT STEAMER TO CANTON.

S.S. SAN CHEUNG. New Twin Screw Steamer, Capt. J. McGINTY.

Leave Hongkong for Canton at 9 p.m. on MONDAY, WEDNESDAY and FRIDAY.

Leave Canton for Hongkong at 5.30 p.m. on TUESDAY, THURSDAY & SATURDAY.

Fare 1st Class - \$3 single passage. Meals \$1 each.

ALSO SPECIAL EXCURSIONS TO MACAO on every SUNDAY.

Leaving from Hongkong at 9 a.m. Returning from Macao at 6.30 p.m.

Fare 1st Class \$1.50 single passage. 2nd " 80 " 3rd " 40 "

Meals \$1 each.

Servants' passages must be paid for.

CHEUNG ON STEAMBOAT CO., LD., No. 22, Des Voeux Road Central.

Hongkong, 19th September, 1907. 1532

YUET HAN RAILWAY CO., LTD.

TENDERS are invited for the SUPPLY of 50,000 (Fifty Thousand) AUSTRALIAN HARD WOOD SLEEPERS composed of

MURRAY RED GUM RED MAHOGANY WHITE DO. GREY BOX TALLOW WOOD BLACK BUTT WHITE STRINGY BARK RED DO. DO. TURPENTINE BLUE GUM

all in equal proportional quantities. Size of Sleepers: 8 ft. long by 9 in. wide by 5 in. thick.

Price in Hongkong currency C.I.F. Wong-shu Railway Wharf, Canton.

Delivery to be completed at the end of February 1908. Tenders to be opened in the Railway Co.'s Head Office, Canton, MONDAY, the 14th October, 1907 at 2 p.m.

All Sleepers must be accompanied by a Government Certificate.

All Tenders must be accompanied with 500 dollars.

The right to accept or reject any or all of the Tenders is reserved.

The KWONGTUNG MERCANTILE ADMINISTRATION OF THE YUET HAN RAILWAY CO., LD.

Canton, 28th August, 1907. 1418

THE SHANGHAI CLUB.

Issue of Taels 170,000 DEBENTURES bearing interest at Six per cent. per annum (part of a total authorized issue of Taels 450,000 DEBENTURES).

THE COMMITTEE of the SHANGHAI CLUB are prepared to receive applications for Taels 170,000 DEBENTURES bearing interest from date of issue at Six per cent. per annum payable half yearly on the 30th June and the 31st December in every year. The DEBENTURES will be issued at the rate of Tls. 35 per Tls. 100 DEBENTURES and will be redeemable at par at the end of twenty years.

The Security will consist of a first charge on the land belonging to the Club containing an area of about Three new Five fun and the Club buildings and it is intended that DEBENTURES shall be secured by means of a Trust deed by which the land and buildings of the Club will be vested in Trustees for the DEBENTURE HOLDERS.

Further particulars together with forms of application can be obtained on application to the SECRETARY of the Club. DEBENTURES will be issued for Tls. 1,000, Tls. 500, or Tls. 100, to suit convenience of applicants. By Order of the Committee, C. G. CLOSE, Secretary, Shanghai Club, Hongkong, 6th August, 1907. 1305

INTIMATIONS

DOUGLAS STEAMSHIP CO., LIMITED.

THE ORDINARY GENERAL MEETING of Shareholders in the above Company will be held at the Company's Office, TOMORROW (SATURDAY), 25th September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1907.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 24th September, both days inclusive.

DOUGLAS, LAPRAIK & CO., General Managers, Hongkong, 9th September, 1907. 1478

NOTICE.

THE DRAWING of 60 DEBENTURES of the GLEN GERMANY, payable on MONDAY, the 30th September, 1907 will be held at the Club at 3 o'clock on FRIDAY, the 27th September, 1907.

Bearers of Debentures are invited to attend the Drawing.

For the Committee, H. SCHUMACHER, Hon. Secretary, Hongkong, 19th September, 1907. 1524

NOTICE.

It will be to the interest of those who are insured by "L'INDUSTRIELLE" INSURANCE CO. OF PARIS to communicate with the undersigned.

Apply to LUCIUS SCIENTIFIC DIAMOND PALACE, 1520 62, Queen's Road, Central.

ROOM WANTED.

WANTED by Japanese Gentleman a FURNISHED ROOM with or without Board, in English Family.

Apply to Care of "Daily Press" Office, Hongkong, 18th September, 1907. 1525

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions from F. J. V. JONES, Esq., to Sell by Public Auction,

TO-MORROW (SATURDAY), and MONDAY, the 21st and 22nd September, 1907, commencing each day at 2.30 p.m., at his Residence, Villa D'Alva, Kennedy Road, (Owner giving up house keeping).

A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE

Comprising: TAPESTRY AND PLUSH COVERED MAHOAGANY DRAWING ROOM SUITE, CHIFFONNIERS, OVERMANTLES with BEVELED MIRROR, OIL-PAINTINGS, WATER COLOURS (by M. A. Baptiste), MANTEL CLOCKS, CHINESE CARPETS, ORNAMENTS, OLD BRONZES, etc.

EXTENSION DINING TABLE TEAK SIDEBOARD with BEVELED MIRROR, DINNER WAGON, GLASS CABINET, LEATHER COVERED DINING ROOM SUITE, ENGRAVINGS, GLASS and CRYSTAL WARE, etc.

DOUBLY BEDSTEADS, MARBLE TOP BUREAUX with BEVELED MIRROR, MARBLE TOP WASHSTANDS, WRITING DESKS, BEDROOM SUITE, PATENT INVALID CHAIR, BATH for HOT and COLD WATER, BATHROOM, KITCHEN and PANTRY REQUISITES, 3 SEWING MACHINES, RICKSHA, etc.

One COTTAGE PIANO by Challen and Son, in good condition.

Also, A Quantity of Fine Carved CANTON BLACKWOOD WARE, comprising OVERMANTEL, MANTEL, TABLE, CHAIRS, CABINET, DESK, CORNICES, etc. etc.

Terms:—As Usual. On View from WEDNESDAY, the 18th Sept., 1907.

Catalogues will be issued. GEO. P. LAMMERT, Auctioneer, Hongkong, 16th September, 1907. 1511

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

FOR ACCOUNT OF THE CONCERNED, TO-MORROW (SATURDAY), the 21st September, 1907, at 2.30 p.m., at their SALES ROOMS, No. 3, Des Voeux Road, Corner of Lee Hon's Street.

A LARGE ASSORTMENT OF JAPANESE CURIOS, comprising: CARVED BRASS BOWLS, VASES, INCENSE BURNERS, JAPANESE TEMPLE TORIJE, OLD BRONZE VASES, GONGS, IVORY CARVINGS, GOLD and SILVER LACONNE WARE, IMARI and MAKUZU VASES, SILK-EMBROIDERED SCREENS, &c., &c.

Catalogues will be issued. TERMS:—As usual. HUGHES & HOUGH, Auctioneers, Hongkong, 17th September, 1907. 1514

PUBLIC AUCTION.

M. R. GEO. P. LAMMERT has received instruction from the Executors of the Mortgagee to Sell by Public Auction,

On THURSDAY, the 26th September 1907, at 3.30 p.m., at his SALES ROOMS, Duddell Street.

THE FOLLOWING: VALUABLE LEASEHOLD PROPERTY, Situate at Victoria, in the Colony of Hongkong, namely:—

All that Piece or Parcel of Ground situate at Victoria, aforesaid, registered in the Land Office as Inland Lot No. 706; area 49,000 square feet or thereabouts; Term, 999 years; annual Crown rent, \$324.00; together with all the messuages thereon known as Nos. 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000.

For further Particulars and Conditions of Sale apply to S. W. TSO, Solicitor for the Mortgagee, or to GEO. P. LAMMERT, Auctioneer, Hongkong, 13th September, 1907. 1513

AUCTION.

PARTICULARS OF VALUABLE LANDED PROPERTY Situate at Canton in the Empire of China, To be Sold by Order of the Liquidator of THE CANTON & HONGKONG ICE AND COLD STORAGE CO., LD.

IN ONE LOT BY PUBLIC AUCTION On THURSDAY, the 26th September, 1907, at 3 o'clock in the afternoon at The Sun Life Building, Shameson, Canton, aforesaid.

GEO. P. LAMMERT, Auctioneer.

The Property comprises:— All that piece or parcel of ground situate at Ho Kok Kau at the entrance of Sai Ho in the Front Reach, Canton in the Empire of China, near the Hongkong and Canton and Macao Steamboat Co.'s Wharf at Canton.

Total area: 50.40 ching, or 6,714 square feet or thereabouts.

Further Particulars, Plans and Conditions of Sale may be obtained from Messrs. GOLDRING & BARLOW, 10, Queen's Road Central, Hongkong, Vendor's Solicitors.

and a SUN LIFE BUILDING, Canton, or from Mr. GEO. P. LAMMERT, Auctioneer, Hongkong, 14th September, 1907. 1506

PUBLIC AUCTION.

MR. GEO. P. LAMMERT has received instructions from the Mortgagee to sell by Public Auction,

On FRIDAY, the 27th inst., 1907, at 3 p.m., at his SALES ROOMS, Duddell Street.

VALUABLE LEASEHOLD PROPERTY, Situate at Victoria, in the Colony of Hongkong, namely:—

All that piece or parcel of ground situate at Victoria, aforesaid, registered in the Land Office as Section "B" of Inland Lot No. 454; area, 624,005 square feet or thereabouts; Term, 999 years; annual Crown rent, \$95.14; together with all the old building materials of the houses formerly known as Nos. 238, 240, 242, 244, 246 and 248 QUEEN'S ROAD WEST, Victoria, aforesaid, as they are on the said piece of ground.

For further Particulars and Conditions of Sale, apply to S. W. TSO, Solicitor for the Mortgagee, or to GEO. P. LAMMERT, Auctioneer, Hongkong, 14th September, 1907. 1507

FOR SALE.

A small first class PRIVATE HOTEL Centrally situated. A paying customer. Owner going home. Terms very moderate. Low Rental.

Apply to "HOME," Care of "Daily Press" Office, Hongkong, 19th September, 1907. 1523

FOR SALE.

INLAND LOT No. 1708, Situate at North Point, Shaikwan Road, Hongkong, (next to the Metropole Hotel).

The property contains by admeasurement 105,850 square feet. Crown Rent, \$238.00 per annum.

For further particulars, apply to GOLDRING & BARLOW, Solicitors, 10, Queen's Road Central, Hongkong, 12th September 1907. 1494

FOR SALE.

"KELLET CREST," THE PEAK. A FIVE ROOMED BUNGALOW on Mount Kellett with four Bathrooms, two Drying Rooms, Tiled Kitchen, excellent Servants' Quarters, Chicken Houses, Garden and Tennis Lawn. All in first class condition. Teak floor throughout. The house is sheltered from the North-East and has an uninterrupted view to the South-West, is cool, quiet and private.

Price \$25,000, of which part could remain on Mortgage at 7 per cent.

Apply

ARGYLL MOTORS, LTD.



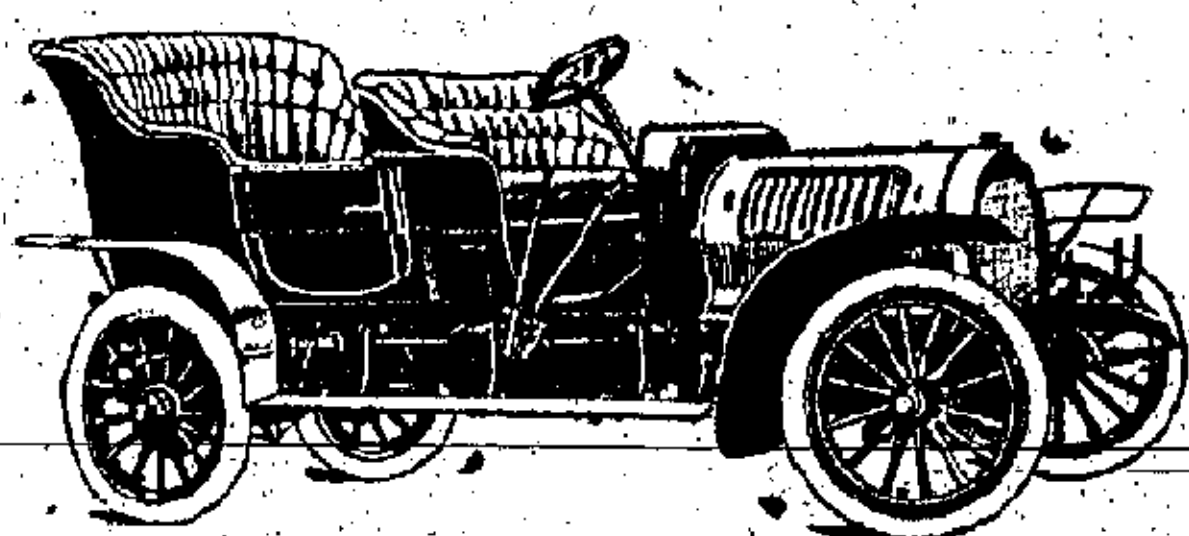
ALEXANDRIA, GLASGOW.

ALL TYPES OF COVERED CARS FOR COLONIAL WORK

LONDON DEPOT: ARGYLLS, LONDON, LTD.
17, NEWMAN ST., OXFORD ST.

AGENTS IN THE FAR EAST

BOMBAY MOTOR CAR CO., Bombay; BROWN & DAVIDSON, Talawakelle, Ceylon; G. HENDERSON & CO., Calcutta; SYME & CO., Singapore; ROWE & CO., Rangoon; LOUIS T. LEONOWENS LTD., Bangkok. 1531



TO INTENDING MOTORISTS.

MOTOR CARS AT TRADE PRICES.

GENTLEMEN in the Far East who may desire to purchase Cars for their own use are offered a unique opportunity to do so on most favourable terms. Where no Agency exists for the sale of the SPYKER CAR, individual purchasers will be allowed the trade discount on their own Car in the first and upon any future orders which they may secure among their friends.

The SPYKER CAR which is now making the run from Pekin to Paris is adaptable to all countries and all roads. A single SPYKER CAR in a locality is invariably the forerunner of others. The SPYKER CAR is its own best advertisement.

Send for Catalogue of Particulars as to terms etc., to J. SPYKER, Trompenburg Works, Amsterdam, Holland.

Hongkong, 23rd August, 1907. 1385

HIRANO.

THE LEADING MINERAL WATER OF THE EAST.

THE HIRANO MINERAL WATER CO., LD., KOBE.

AGENTS: F. BLACKHEAD & CO.

Hongkong, 16th August, 1905. 1588

S. MOUTRIE & CO., LTD.
ESTABLISHED 1875.

BABY GRANDS
BY
RACHELS,
PLEYEL,
KEMMLER
AND
ROSENKRANZ.

PRICES FROM \$750.

FOR LIGHTNESS OF TOUCH,
QUALITY OF TONE, AND
DURABILITY, THESE PIANOS
ARE UNRIVALED.

A GUARANTEE FOR A TEST
PERIOD OF TWO YEARS
GIVEN WITH EACH INSTRUMENT.
INSPECTION INVITED.

SOLE AGENTS:

S. MOUTRIE & CO., LTD.,
York Building, Chester Road.

Hongkong, 30th July, 1906. 138-2

Do you Suffer?

FROM
HEADACHE
LOSS OF SLEEP
INDIGESTION
TORPID LIVER
BILIOUSNESS

**Beecham's
Pills**

will quickly remove the cause of these distressing complaints and restore healthy action to every organ. You will feel like a new person after taking a few doses of BEECHAM'S PILLS. They rid the system of impurities, improve the digestion, banish headache and

Give Positive Relief

In all cases of CONSTIPATION, BILIOUSNESS, INDIGESTION and DISORDERED LIVER.

The excellent results obtained by the use of BEECHAM'S PILLS have proved them worthy of the confidence they enjoy. They have helped thousands and recommended themselves.

Sold at all Drug Stores and by all Medicine Vendors in China; in boxes, price 5/6d., 1/3d., and 2/6d.

MOTOR NOTES FROM HOME.

Written for the Daily Press.

THE PEKING-PARIS RUN.

Europe has cheered and waved a warm welcome to Prince Borghese and his 30-40 H.P. Italia upon his arrival in Paris, after a terrible ordeal over a road hitherto considered impossible for vehicular traffic. Whilst the so-called race can scarcely be described as a contest of utility, one cannot withhold admiration for the firm who produced a car able to withstand the tremendous strains of such an extraordinary journey. Mountain passes had to be negotiated and the car had to be drawn over the great bays of Siberian plains, at times progressing only at the rate of twenty or thirty miles a day, and yet deducting the fifteen days that Prince Borghese rested during his remarkable ride, he covered an average of 147 miles a day, and in the Gobi desert which is 1000 miles across, they averaged 400 miles a day. He has told a friend of mine that this firm stretch of hard sand was the best going he experienced, but the extreme glare of the sun with a temperature of 120 and no shade except that created by a telegraph pole, formed a serious trial to mind and body. It is worth noting that the Prince did not use a freak car, especially built for the ordeal, but a standard chassis of the touring type. It is rumored that the winners of the Peking-Paris race (and the famous Italia car) will appear at the show to be held at Olympia.

JOHN HULL AWAKES

American and French makers have been allowed to exploit the motor in British colonies and the Far East generally. Many of the periodicals during the last few years have persistently hammered on the point that in the direction of colonial enterprise our own manufacturers have a finer field than purely home circles. It is not until most of them have been faced with the danger of over production, however, and have watched the falling off of sales this season owing to the arctic qualities of our summer, that they have decided to send our representatives to every corner of civilisation where the British flag flies, and to make a systematic effort to capture the foreign trade. In two or three months time you will see amongst your somewhat known figures of British motordom who will have with them good fleets of cars especially adapted for use in the tropics. I am pledged to secrecy at the present, but in the near future shall be able to send you all details of the prospective campaign.

NEXT YEAR'S TRIALS.

No one save a Maharajah overburdened with this world's goods would think of buying a particular make of car because it had been successful in speed contests. Racing offers no guide to the buyer, and the purchaser who is wise will only set store by the results of reliability trials, and the most instructive and best organised of these are undoubtedly the Scottish Trials. It is with regret that I hear of a movement to combine these with a 2000 miles test to be organised next year by the R.A.C., whose organising abilities have not been marked with unequalled success in the past. It is argued that 750 miles of the Scottish contest is not a sufficient test of a car, but this seems scarcely sound when in fact of the fact that in the first three classes of the recent trials only two cars succeeded in completing an absolutely non-stop run. As to the 2000 miles contest I doubt doubt if the trade will stand the enormous expense of such a protracted trial, and whether the club will be able to find sufficient efficient observers to devote the necessary time. The Scottish trials are deservedly popular, and on account of the roads in the Highlands are of particular value to colonials. The Authorities would be well advised to let well alone.

BUSINESS CAR BOOM.

Another contest which is attracting considerable attention is the forthcoming Commercial Vehicle Trials for which there is a splendid entry. Students of the motor movement agree that the future of the industry lies in this direction, and there is every indication that we are on the brink of a new boom. The failure of the Commercial Vehicle Exhibition at Olympia in the early part of this year was due to the fact that it was premature, and the seriousness of the undertaking was discounted by its connection with some extremely foolish experiments with aerial navigation. At present manufacturers of commercial motors are considerably handicapped by the unreasonable severity of the regulations issued by Scotland Yard and by local road authorities, but all these will pass away, and within the next decade we shall certainly see far more business cars on the road than vehicles designed for the purposes of pleasure. It is true that the motor bus is not paying in London, but motor cabs have evidently come to stay.

It is interesting to note that the total number of motor vehicles in this country is now over 116,000 while over 200,000 drivers' licenses have now been issued.

THE LATE MAHARANI BHADYANYI.

No Indian prince of our time has a deeper hold on the affectionate regard of Anglo-Indians or of his own countrymen generally than the gallant Maharaja of Idar, more popularly known as Sir Pratib Singh of Jodhpur, and his many friends will learn with deep regret of his bereavement in the death of his wife, Maharani Bhadyany, who succumbed last month to paralysis. To this gracious lady, whom he married in early life, his Highness owes no small share of his fame; for she heartily seconded and sometimes inspired his acts of statesmanship and patriotic service to the paramount power of a soldier in every way worthy of his Royal descent. Her benevolence in the great famine with which the 19th century closed won the special commendation of Lord Curzon when he reviewed the relief operations at a meeting of his Legislature. He warmly commended the interest taken by some of the Rajputana rulers in ameliorative measures and eulogized the example set by the wife

of Maharaja Pratib Singh, then Prime Minister of Jodhpur, who, not content with opening an orphanage, resided there herself in order to superintend it. Soon after this Sir Pratib Singh was called, through unexpected circumstances, to the rulership of Idar, where both he and his consort won as great a hold upon the affections of the people as in Jodhpur. When the Maharaja came to England to command the contingent of Imperial Service troops at the Coronation of the King-Emperor, he was accompanied by the Maharani, and she was heartily welcomed in the highest circles, not only for the sake of her husband, but also for her own grace and charm. Their son, Kharwar Bir Bikram Singh, also came with them, and was appointed A.D.C. to the Prince of Wales. The Maharani was in every respect a worthy helpmeet of her distinguished and patriotic husband, and among contemporary Indian ladies of high degree there were few her equal in the happy combination of Eastern habits of thought and custom with Western enlightenment.

THE ADVANCE IN STEAM COAL PRICES.

A Cardiff correspondent of the Times writes on August 18th:—

The course of the South Wales coal trade during the past month has more than justified the opinion of those who predicted a further advance in Welsh steam coal prices. On a market which, owing to the heavy commitments of the collieries, has been kept in a state of semi-stagnation, prices have been advancing and during the past few days a high figure as 2 1/2s. per ton f.o.b. has been paid for one of the leading Admiralty steam coals. The quantity for which this price was paid was very small, and must be regarded rather as an indication of the extreme dearth of coal than as a sign of the price at which business of any volume has taken place. Still, no coal for spot or contract shipment has been obtainable much below its price, and the advance has been common, though not equal in amount, to all other classes of coal exported from the British Channel. Second-class Admiralty steam qualities, which a month or six weeks ago were averaging on current sales about 17s. 6d. per ton f.o.b., have advanced to 20s. per ton f.o.b. Ordinary dry steam coals have jumped from 16s. 6d. to 18s. 3d. per ton f.o.b. Semi-bituminous Monmouthshire large have risen from 17s. 6d. per ton f.o.b. to 19s. 3d. per ton f.o.b. (Newport shipment), and Eastern Valley bituminous qualities from 15s. 6d. to 17s. per ton f.o.b. (Newport shipment). The rise in small coals has been equally remarkable, and at the moment hardly any kind of steam small coals are obtainable for prompt shipment under 13s. per ton f.o.b., while the best bunker kind has been done at 13s. 6d. per ton f.o.b. Cardiff. For a market of normal conditions all these prices are unprecedented. During the boom of 1900-1901 higher prices were touched in individual cases, and one of the steam coals collieries on the Admiralty list during that period of exceptional conditions contracted at 20s. per ton f.o.b. Cardiff, but the conditions of that time were artificial and abnormal, and immediately the war demand subsided the market collapsed and the average selling prices for 1901-1902 were only 15s. 1d. and 16s. per ton f.o.b. respectively.

PLACING OF CONTRACTS.

Such being the present condition of the Welsh steam coal market, it is hardly necessary to point out how serious a source of anxiety it is proving to consumers all over the world. Still, instead of delaying the placing of contracts over 1800 it is actually accelerating next year's business, and from the prices which the collieries have been able to obtain under the contracts they have already concluded, it seems that those who have bought are of opinion that conditions of trade generally next year are likely to remain good and that they stand a chance of making better terms now than they would by waiting. It is impossible to state exactly the precise amount of coal sold for over next year, but it totals some millions of tons, and involves from 50 per cent. to 75 per cent. of the total output capacity of several of the leading collieries. Last year the Compagnie Generale Transatlantique were the first to contract for 1907, and on a rising market they bought their total supplies of about 300,000 tons at an average price of about 15s. 6d. f.o.b. Cardiff, less 2 1/2s. per cent. and the other conditions in regard to commissions which are attached to this particular contract. This contract gave a decided lead to others, and nearly all the best steam coal sold during last year's contract season ranged between 15s. and 16s. per ton f.o.b., at which figure the middlemen also bought.

PHENOMENAL FIGURE.

During the present contract season the prices at which coal has been sold for next year represent an advance of from 2s. to 3s. per ton over those of current contracts, and the Compagnie Generale Transatlantique have just renewed their orders at prices ranging from 18s. to 19s. 6d. per ton f.o.b., less 2 1/2s. per cent. discount and 3d. commission. The prices paid under other 1908 contracts include the following:—For best Admiralty steams, 18s. 4 1/2d., 18s. 6d., 19s., 19s. 3d., and 19s. 6d.; for

second Admiralty steams at 17s. 6d., 17s. 9d., 18s., and 18s. 6d.; and for best Monmouthshire semi-bituminous coals at 17s. 9d.; whilst steam smalls have been sold for next year on the basis of 12s. per ton f.o.b. Cardiff. These are phenomenal prices, and it is by no means certain that they are the highest mark of the rise which first made itself felt a few months ago and has, since then, been steadily advancing. Just at the moment there is a lull in the market. Most of the railways, depots, and steamship companies have covered their requirements for the first half of the year, but speculative middlemen are holding off, hoping that October and November will see easier conditions and lower prices. It is, of course, impossible to predict what will happen towards the end of the year, but present appearances certainly do not countenance the prospect of appreciable lower prices, for most of the collieries are sold out up to the end of the year, and the trade itself is far from showing any signs of falling off. On such a market the risks to speculative merchants are obviously very great, and while it is possible that some may run these risks and sell without covering themselves, the probability is that the majority of the merchants will not take any 1908 business except on c.i.f. transaction on which the risks will be practically limited to the freight.

THE KING AND THE VETERAN.

66 YEARS' SERVICE AND NINE MEDALS.

Sergeant-Major Robert Elliott, of Octavia-street, Bitterness, who claims the longest continuous service of any man still serving in the Army, has been the recipient of the Royal Victoria Medal. His services extend from January, 1852. A letter written by him to the King, to Lord Alford, the captain of the King's Body Guard and Yeoman of the Guard, forwarding the Royal Victoria Medal, says:—

"The King is glad to have this opportunity of conferring the medal upon him, not only on account of his distinguished military services, but because, also, he occupied the position of sergeant-major of the Yeomen of the Guard on the occasion of His Majesty's inspection of that body."

Sergeant-Major Elliott is now in his 81st year, but looks 20 years younger. He was seen by a representative of the London News Agency and appeared to be quite alert at the latest recognition of his services. Narrating the chief incidents of his long career, he said:—

"I was born in Tipperary in 1826. My father was a Peninsular man, who gained nine wounds during that campaign, and a soldiering was in my blood. I used to listen to my father's stories and then dream of soldiering and guns. I was only 15 when I joined the 2nd Battalion of the Royal Regiment, and only four months later I was sent off to North America. I was with the right wing of the Royals when the wreck of the Premier transport nearly put a stop to my soldiering. We escaped with our lives, but lost everything else."

"I had just got home from the West Indies when off we had to go to the Crimea, where we landed in April, 1855. Yes, we had some stirring times there. I served in the trenches, and one of the sharpest fights I recollect was that in the rifle field facing the Redoubt. It lasted only 20 minutes, but it was tough work. I was in the attack on the quarries in June, and took part in the storming of the Redoubt."

"After the war I returned to England and joined the Military Train, now the Army Service Corps. In 1857 we embarked for China, but when we got as far as the Straits of Malacca we were ordered to proceed at once to India on account of the Mutiny. We were the first regiment to land, and had plenty to do while we were there. I was with the force which relieved Lucknow, an event which I shall never forget. I served with the field force under Sir James Outram, which held the Alumbagh so long. I was present at the Azim Gark relief and the capture of Lucknow, and in almost daily engagements with the rebels under Omar Singh. After leaving India I saw no more active service, and ultimately found the Yeomen of the Guard, in which I now hold the high position of messenger and sergeant-major. This corps is carried on in the old-fashioned style of centuries ago, and there are still the guards of the King's beds and the guards of the King's hall, and so on."

"Here are my medals," and the old gentleman showed with pride a highly-polished row of nine. The Victoria naturally occupies a place of honour, and the others are "for distinguished conduct in the field," "for meritorious conduct," the Crimean medal and clasps, the Indian Mutiny medal and clasps, the Turkish medal the Queen's Jubilee medal, the long service medal, and that for the King's Coronation."

"At the recent inspection the King had a lengthy chat with the veteran, who expressed the highest admiration for their Majesties."

"When did you join the Army?" said the Prince of Wales to me. "When your Royal father was two months and two days old," was my reply. "I must tell him that," said the Prince with a laugh."

Sergeant-Major Elliott still does his turn of duty, and is in every way a hale and hearty veteran. He points with pride to a grandfather who died at 105 years of age, and an aunt who scored 104, and himself looks like equalling their record."

MOTHER SEIGEL'S SYRUP

THE WORLD-FAMOUS REMEDY

PREVENTS AND CURES

BILIOUSNESS

Dizziness, Headache, Constipation, AND ALL FORMS OF INDIGESTION.

Biliousness is due to a disordered state of the liver. If you suffer, take Mother Seigel's Syrup at once; it goes straight to the spot, restores natural action to the liver, and so puts an end to the trouble. Mrs. H. Rumble, 17, Bennett Street, Cape Town, writes, April 11, 1907: "I suffered from liver and kidney troubles till I was a mere shadow. I lost all appetite and energy, and became dull and listless. Sick headache, blurred sight, dizziness, sleeplessness, constipation—I had them all. But Mother Seigel's Syrup and Pills cured me, and I have never suffered since."

Abbey's Effervescent Salt

Do you get up with a "born-tired" feeling mornings? bud taste in your mouth? dull headache? wabbling stomach? Unpleasant-but familiar, isn't it?

It is proof that you need Abbey's Salt, the stomach regulator, and need it badly.

A dose of Abbey's Salt before breakfast will quickly drive these ill feelings away and set you right within an hour.

Sold in two sizes by all Chemists and Stores, and by Watkins, Ltd., and A. S. Watson, Ltd., Hong Kong. The Abbey Fruit Saline Co., Ltd., 144, Queen Victoria Street, London, E.C.

NOTICES TO CONSIGNEES

S.S. "NEBRA" COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from London ex s.s. "Dordogne" and "Matapan," from Havre ex s.s. "Matapan," from Bordeaux ex s.s. "Cambrai" in connection with the above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter, Goods remaining unloaded after Monday, the 23rd inst., 1907, at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before the 23rd inst., 1907, or they will not be recognised.

All damaged packages will be examined on Monday, the 23rd inst., at 3 P.M. No Fire Insurance has been effected. G. DE CHAMPEAUX, Agent.

Hongkong, 16th September, 1907. 2

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENMOHE," FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 30th inst., or they will not be recognised. All broken, chipped, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 17th September, 1907. 1518

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"OCEANA."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risks in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be stored out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From London, &c. ex s.s. "Britannia," From Persian Gulf ex B. I. S. N. & B. P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless intimation is given to the contrary before 6 hours.

Goods not cleared by the 25th September at 4 P.M. will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT, Superintendent. Hongkong, 18th September, 1907. 1

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Company's Steamship

"VORWAERTS."

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Underwriter before Noon on the 25th inst., or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 25th inst. will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co. Agents. Hongkong, 18th September, 1907.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS OF CALL	MALTA Capt. R. A. Peters	Noon, 21st Sept.	See Special Advertisement.
SHANGHAI, MOJI, KOBE and YOKOHAMA	POONA Capt. F. A. Vine, R.N.R.	About 27th Sept.	Freight only.
MARSEILLES, LONDON and ANTWERP VIA SINGA- PORE, PENANG, COLOMBO, and PORT SAID	NAMUR Capt. H. W. Kentrick, R.N.R.	About 9th October	Freight and Passage.

For further Particulars, apply to
E. A. HEWETT,
Superintendent
Hongkong, 20th September, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
AMOI, NINGPO and SHANGHAI and TIENTSIN	"SHAOHSING"	On 22nd Sept., D'light
AMOI, CHEFOO, NEWCHANG, and TIENTSIN	"KURICHOW"	On 22nd Sept., D'light
HOIHOW and HAIPHONG	"HUPEH"	On 24th Sept., D'light
MANILA	"TAMING"	On 24th Sept., 4 P.M.
SWATOW and SHANGHAI	"YUENHONG"	On 25th Sept., 4 P.M.
SHANGHAI and CHINKIANG	"KANSU"	On 25th Sept., 4 P.M.
CEBU and ILOILO	"KALFONG"	On 26th Sept., 4 P.M.
MANILA, DAVENPORT, POET, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 10th Oct., 4 P.M.
YOKOHAMA and KOBE	"CHINGTU"	On 10th Oct., 4 P.M.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified surgeon on board.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 20th September, 1907.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

FOR	THE CO.'S S.S.	LEAVING
† SHANGHAI VIA SWATOW, AMOI and FOCHOW	"SHOSHU MARU" Capt. M. Nemoto	FRIDAY, 20th Sept., at 10 A.M.
SINGAPORE and "YERIMO MARU" CALCUTTA	Capt. N. Kobayashi	FRIDAY, 20th Sept., at 3 P.M.
* TAMUI VIA SWATOW and AMOI	"JOSEPH MARU" Capt. H. S. Smith	SUNDAY, 22nd Sept., at 9 A.M.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table. † Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 19th September, 1907. T. ARIMA, Manager.

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R.M.S.	PROPOSED SAILINGS (Subject to Alteration)	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF CHINA"	6,000	THURSDAY, 26th Sept.	14th Oct.
"EMPERESS OF INDIA"	6,000	THURSDAY, 24th Oct.	11th Nov.
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 6th Nov.	30th Nov.
"EMPERESS OF CHINA"	6,000	THURSDAY, 21st Nov.	9th Dec.
"EMPERESS OF INDIA"	6,000	THURSDAY, 19th Dec.	6th Jan.
"EMPERESS OF JAPAN"	6,000	THURSDAY, 16th Jan.	3rd Feb.

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M. Intermediate Steamers at 12 Noon.

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Hongkong to London, 1st Class via St. Lawrence River Lines or New York \$71.10. Intermediate on Steamers 240. " 242. and 1st Class Railways.

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For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blake Pier.

NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"KLEIST" Capt. RUD. MEYER	About Tuesday, 24th September
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ HEINRICH" P. GROSCH	Wednesday, 25th Sept., at Noon.
YOKOHAMA and KOBE	"PRINZ WALDEMAR" Capt. W. T. SENDEY	About Thursday 18th October.
MANILA, NEWGUINE, BRIS- BANE, SYDNEY and MELBOURNE	"MANILA" Capt. MINNSEN	Thursday, 10th Oct., at Noon.
KUDAT and SANDAKAN	"BOERNE" Capt. F. SEMBIL	Beginning of October.

For further Particulars, apply to
NORDDEUTSCHER LLOYD,
MELOHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.
Hongkong, 14th September, 1907.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP	JAPAN	Second half of Sept.	JAVA PORTS	Second half of Sept.
TJILIWONG	JAPAN	Second half of Sept.	JAVA PORTS	First half of Oct.
TJIBODAS	JAVA	Second half of Oct.	JAPAN	Second half of Oct.
TJIMAHY	JAPAN	Second half of Oct.	JAVA PORTS	Second half of Oct.
TJIKINI	JAPAN	Second half of Oct.	JAVA PORTS	Second half of Oct.
TJIPANAS	JAPAN	Second half of Nov.	JAVA PORTS	Second half of Nov.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports or through Bills of Lading.

For Particulars of Freight and Passage, apply to the—

JAVA-CHINA-JAPAN LIJN.
York Buildings, 1st Floor.
Hongkong, 20th September, 1907.

PASSENGER SEASON 1908.

IN 25 DAYS TO ITALY

BY THE
MAGNIFICENT N.D.L. LINERS:

TONS REG.	ON MARCH 11TH.
"BUELOW"	8,000
"PRINZ LUDWIG"	9,630
"PRINZESS ALICE"	10,911

CALLING AT NAPLES, GENOA, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

Early booking recommended.

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Hongkong, 19th August, 1907.

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Telegraphic Address: "MITSUI" (A.B.C. and A.I. Codes).

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SHIPPING IN PORT.

STEAMERS.
AMIGO, German str., 822, Ballzer, 16th Sept.—Haiphong 13th and Hoihow 15th Sept., General—Jensen & Co.
BOURBON, French str., 990, Le Bail, 15th Sept.—Saigon 10th Sept., General—Chinese.
CHONGSHING, British str., 355, T. H. Lihman, 16th Sept.—Tientsin, via Chefoo 10th September, General—Jardine, Matheson & Co.
CITY OF DELHI, British str., 2,826, J. B. MacGregor, 11th September—Manila 8th Sept., Petroleum Oil—Standard Oil Co.
COURTFIELD, British str., 4,517, John Wiseman, 2nd Sept.—Kuchinotsu 28th August, Coal—Mitsui Bussan Kaisha
EMPERESS OF CHINA, British str., 3,006, A. H. Reed, R.N.R., 25th Aug.—Vancouver 6th Aug., Mails & General—C.P.R. Co.
GHAEZE, British str., 3,212, Dacoda, 15th Sept.—Keelung 11th Sept., General—Dodwell & Co.
HAICHING, British str., 1,207, A. E. Holdings, 18th Sept.—Fochow 15th, Amoy 16th, and Swatow 17th Sept., General—Douglas, Lapraik & Co.
HOPKINS, British str., 1,359, J. M. Hay, 16th September—Samarang 7th Sept., General—Jardine, Matheson & Co.
JACOB, DIEDERICHSEN, German str., 623, Uderup, 17th Sept.—Kwang Chau Wan and Macao 15th Sept., General—Jensen & Co.
KANSU, British str., 1,143, J. Speed, 15th Sept.—Wuhu 9th Sept., Rice—Butterfield & Swire.
KARONGA, British str., 2,932, R. Leslie, 17th Sept.—New York (via Cape of Good Hope) 18th July, Railway Material—Mitsui & Co.
KASHIMA MARU, Japanese str., 1,745, M. Ntan, 15th September—Japan and Kuchinotsu 9th Sept., Coal—Fukuroi & Co.

